

Flower Power

ISSUE 17
JANUARY
1979



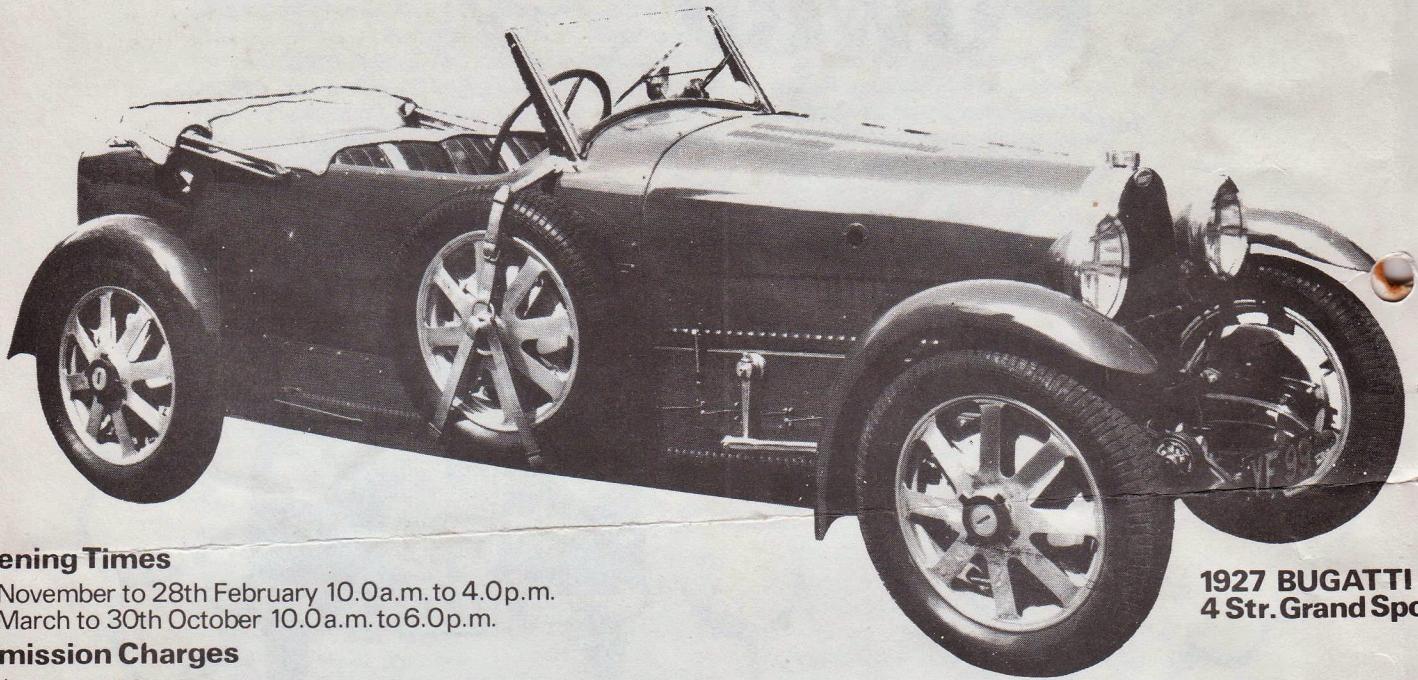
THE TRIUMPH MAYFLOWER
CLUB MAGAZINE



**A very high grade collection
of sports cars, Brooklands cars,
cars of Grande Classe and
sports and racing motorcycles.**

Over 55 vehicles on display.

**Stanmore Hall, Stourbridge Road,
Bridgnorth (1½ miles from the town).**



**1927 BUGATTI
4 Str. Grand Sports**

Opening Times

1st November to 28th February 10.0a.m. to 4.0p.m.
1st March to 30th October 10.0a.m. to 6.0p.m.

Admission Charges

Adults £1.00

Children

& Retired

Persons 50p

Parties Applications for parties of 30 and over
should be made to the Museum
(Bridgnorth 61761). 20% reduction on
admission charges will apply.

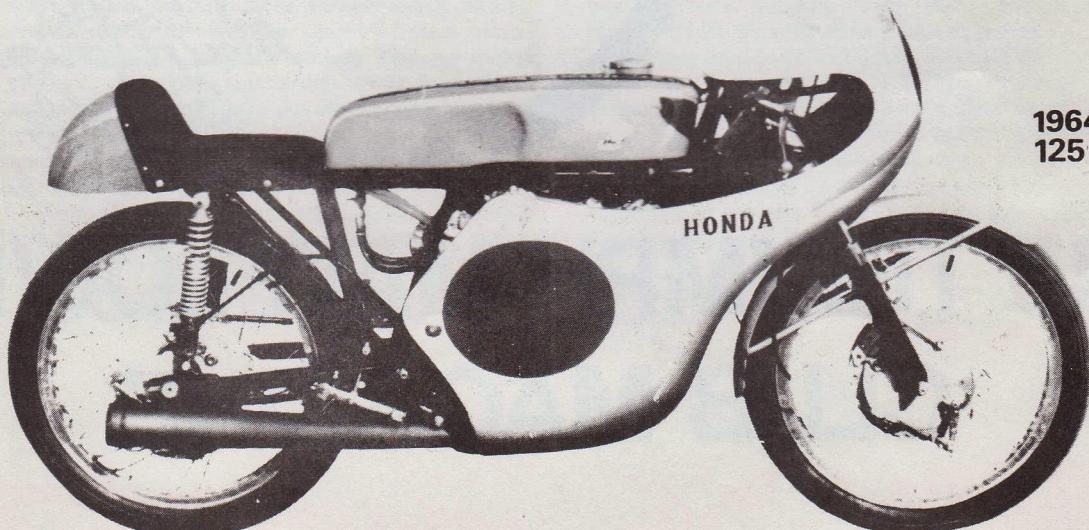
Attractive tea room with outdoor terrace.

Extensive free car Park

Picnic area.

No dogs.

**The cars range from the above
Bugatti to a 1972 Le Mans Daytona Ferrari
and the motorcycles from a
1926 1000 cc McEvoy to a 1972
750 cc 4 cyl. MV Agusta**



**1964 HONDA
125cc twin**

Flower Power

ISSUE No. 17

JANUARY 1979

Club Officers

Chairman:

ROY BUSSELL
"Pinnocks", New Road,
Tadley, Basingstoke, Hants.

Vice-Chairman:

FRANK LANE
18 Grosvenor Terrace,
Wantage, Oxon.

Hon. General Secretary:

PHILIP HALL
75 Morley Road, Staple Hill,
Bristol BS16 4QY

Hon. Membership Secretary and Hon. Rally Secretary:

REG VARNEY
32 Mackie Road, Filton, Bristol

Hon. Treasurer and Hon. Spares Secretary:

PETER BURDGE
Weeping Ash Farm,
Yatton, Somerset

Ordinary Member No. 1:

MALCOLM BATH
1 Royston Avenue, Chingford,
London E4

Ordinary Member No. 2:

DEREK GOODYEAR

Hon. Archivist:

DAVID GILDERDALE
484 Uxbridge Road, Hayes,
Middlesex

Flower Power Editor:

J. R. BAKER
3 Unwin Crescent, Stourbridge,
West Midlands

WINTER MOTORING

As I take up my pen for the first time as your editor my thoughts are of the appalling state of this country.

I sit here recovering from a bout of 'flu, listening to a tale of woe, petrol tanker drivers striking! And although the media states a return to work my Renault lies snowed up and out of petrol with none available within a fifty miles radius of Birmingham which includes my part of the West Midlands.

When it comes to coping with winter weather Britain seems to be always unprepared. The worst snow-up in twelve years brought some lessons of its own, which are still being digested. One alarming fact to emerge is that Britain has only one mine producing the rock salt councils need to spread over the roads to make them safe. Every winter they use about two million tons.

The mine is operated by ICI, and the question must be asked whether it is right for any one firm to have a monopoly on supplies so essential. Some local councils had to cut their salting programme because of a shortage.

Why the shortage? ICI say that when the demand for salt suddenly increased last winter they could not take on extra men to step up production because of the Employment Protection Act. This bit of legislation means that managements can no longer dismiss employees because of a falling seasonal demand for their product—with the result that they are reluctant to take on workers to see them through a period of high demand.

We can all be thankful the workers they have got were not on strike, otherwise the situation could have been more serious!

The other big news is the lorry drivers and rail strike and I hope by the time this article is read that all this anarchy is behind us and none of our livelihoods have been seriously affected.

Has anyone given any thought to the news that the government is to abolish the Road Fund Tax in favour of increased Petrol Tax.

In the past some of us with one or more 'other' vehicles were always at a disadvantage if we wished to use them for short periods, i.e. summer outings to rallies, meetings, etc., when we would have to tax our cars for a minimum of four months, and then if laying them up, go to the trouble of getting rebates for unused months.

Under the new scheme we will be able to use our Flowers as and when we like . . . if we can afford the petrol.

J.R.B.

CHAIRMAN'S LETTER

Dear Member,

It seems a long time since I wrote my last effort under the heading "Chairman/Editor's Piece". In the intervening period we have had the A.G.M., suffered Christmas, snow, ice, lack of petrol, and are currently embroiled in other disasters and crises—have a happy 1979!

The A.G.M. proved to be an enjoyable event and this time there was no doubt about a quorum. The venue was a successful choice, mine host and hostess at the 'Two Boats Inn', Long Itchington, looking after us well. The meeting turned out to be a hard working one, not the usual formal rubber-stamping, and I think all of us present felt it had been well worth while. As you will see, I am pleased to be able to welcome Past Chairman Derek Goodyear back to the fold both as an Honorary Member and on the Committee to boot. Phil Hall is back as our Hon. Secretary although Reg. Varney will be taking some of the load off by dealing with membership, leaving Phil to exercise wild flight of fancy to further the club. Our old friend Frank Lane steps up to take Terry's mantle of Vice-Chairman, while Terry takes a well earned rest and becomes an Honorary Member. New blood is infused by Dave Gilderdale taking on the job of Archivist and 'Flower Power' has a new Editor in the strong and capable hands of John Baker.

One thing we forgot at the A.G.M. was a vote of appreciation to Robin for his stint as Hon. Secretary. I know he worked very hard at this until his studies just made it impossible for him to continue. As Chairman, therefore (and not as his dad), I offer him the sincere thanks of the club on your behalf.

(Editor's note: I am sure we all endorse the Chairman's last remarks. Thanks Robin).

Already there are signs of some interesting gatherings for 1979, so may your flowers keep blooming. Let this be the year that the Mayflower Club becomes a force to contend with!

Sincerely,

ROY BUSSELL

OBITUARY

MRS. E. M. KING

It is with deep regret that we announce the death of Mrs. E. M. King of Theal, Berkshire, on 13th December 1978, when she died peacefully but unexpectedly.

Over the years Mrs. King contributed to Club efforts on many occasions and her keen interest will be sadly missed.

ALAN POND

QUALITY BATTERIES

NEW FROM £8.75 + VAT EXCHANGE

Accessories and Oil
at competitive prices

ALAN POND

ROUND OAK

DUDLEY ROAD . BRIERLEY HILL

Telephone: Brierley Hill 75166

FOR SALE

TRIUMPH MAYFLOWER

Standing outside 3 years.

Bodywork needs attention.

4 NEW TYRES

ENGINE IN GOOD ORDER

SOME SPARES

£100 o.n.o.

Mr. R. A. BARRETT

5 KINGSMAN LANE
ST. JAMES
SHAFTESBURY
DORSET

Tel: 4103

STIR 3



A notable line up of open mouthed Flowers, awaiting inspection.
In the foreground Peter Burge's PYA 755 (Peter's leaning on car back to camera and as usual not knowing what's going on). Not having any information on photo I'll try and guess that the cars included are Terry Mills, Mr. Lacey's and is that Frank Lane by the grey car?

STANDARD-TRIUMPH INTERNATIONAL RALLY

ROUSHAM PARK, OXFORDSHIRE
SUNDAY, 17th SEPTEMBER, 1978

The eagerly anticipated 3rd Standard-Triumph International Rally duly took place on 17th September at Rousham Park in Oxfordshire. Helped by superb weather and a 'new' venue, the attendance was larger than anticipated, putting something of a strain on the administration, various elements of which were in the hands of the eight organising clubs. Especially active were Colin and Jean Eastwood, Bob Fitsall, Reg Varney and Paul Good, with great back-up from Bob Morris and Brian Blackwell.

Typical of the behind-the-scenes excitement was the news that Michael Sedgwick had no transport from West Sussex and, after a few phone calls, Peter Nash with his Standard 10 van sportingly agreed to collect him and the renowned 'Sedge-warbler' arrived in company with the Nash's dachshund. Even then, the P.A. side was still not functioning properly, as Hartwells of Kidlington, having brought a caravan which was to be used as a commentary point, had forgotten to leave the key!

Apart from the great variety of cars, including the late entry of Cooke's 1928 Triumph Light 15

saloon, with those really primitive hydraulic brakes, the day was one for personalities too. Spotted and chatted to briefly were A. W. Ireland, who acted as chauffeur to R. W. Maudslay of Standards from 1921, and Leslie Ireland (no relation) who worked alongside Walter Belgrave on so many new models in the '40s and '50s. To make the event truly international, Dick Langworth had brought a party of 30 Americans over for the event and, attracted by the diversity of the cars, Canadian and Australian visitors also 'signed-in' at Rally Control.

With Patrick Holland providing a poetical route card to reach the driving tests at U.S.A.F. Upper Heyford, it was pleasant to observe that stalwart supporter Roger Smith who, with his wife, has manned controls at Standard-Triumph events for the last fifteen years.

With the Concours judging under way — special thanks to David Richardson who had most to look at — John Davy took Jeff Herbert, the present Managing Director of Triumph, for a gentle lap of the rally field in the 1907 Standard. In chatting, he seemed conscious of the history he has inherited at Canley and is keen on promoting this angle — he pointed out that Honda do not have such a tradition! When Jeff Herbert asked one of the U.S. visitors what was needed in America, the visitor answered simply 'more Triumph cars'.

With the Concours winners from each class brought together for final appraisal by three American judges, the Standard-Triumph Scottish Pipe Band played a few appropriate airs to delight the audience while the judges tried to decide between Andrew's 1947 1800 Roadster and Dutch's 1919 Standard for the STIR Trophy. With Triumph cars having won it on the first two occasions, it was appropriate that a Standard car should win in the year that celebrates 75 years of the marque. So Jane Nixon from Boston, Mass., handed over the STIR Trophy to Grahame Dutch with a warm invitation to bring it to STIR 4 next year, himself, to hand it on to the next winner.

STIR 3 RESULTS

<i>Club or Register</i>	<i>Winner</i>
Standard 1907-1920	G. Dutch (1919 SLS)
Standard 1920-1930	S. Webb (1926 Stratford)
Standard 1930-1946	S. Webb (1939 Flying 12)
Standard Post-War Vanguard	P. Milnes (1953 Vanguard)
Standard Post-War Other	Mrs. B. Webb (1956 Super 10)
Pre-1940 Triumph O.C.	P. Stafford (1939 Dolomite Roadster)
Triumph Roadster Club	N. P. Andrews (1947 1800 Roadster)
Triumph Razoredge Club	S. Langton (1953 Renown Saloon)
Triumph Mayflower Club	W. Hall (1953 Mayflower)
T.R. Register	D. Gleed (1954 TR2)
Triumph Sports Six Club	M. Maudsley (1969 GT6 Mk2)
Open	A. Fullwood (1939 Daimler 15)
Special (1)	J. Ward (1950 Triumph TRX)
Special (2)	J. Ward (1965 Fury)

OVERALL WINNER OF STIR TROPHY—Grahame Dutch.

Notable performances in the driving tests were recorded by R. Barnes, 1054 Standard 8, P. C. Green, 1953 Triumph Renown, and D. Uprichard, TR3, whilst Barry Watson, 1913 Standard 20 hp Brighton Torpedo, inherited the coveted Wooden Spoon. The prize for the greatest distance recorded to reach the event went to J. Cook in a TR3A from Newcastle-on-Tyne.

Other long distance awards went to K. Cowdell, 1949 Triumph 200, W. Hall, 1953 Mayflower, and D. Turner, 1966 Spitfire Mk 2, who was one of a large contingent from the Triumph Sports Six Club who were attended the Standard-Triumph International Rally for the first time.

LATE NEWS: The 4th Standard-Triumph International Rally will be held at Greenfield Village (near the world-famous Ford Museum) south of Detroit, Michigan, September 14th-15th-16th 1979. A package tour lasting about ten days is under preparation by COLIN ROBERTS, 71 PORTH-Y-CASTELL, BARRY, GLAM., Tel. Barry 740264.

RALLY SECRETARY'S NOTICE BOARD

April 15th (Sunday): Weston-super-Mare Easter Rally. Details from Mr. K. J. Palmer, 39 Chesham Road South, Weston-super-Mare, Avon. Closing date: 1st March.

April 22nd (Sunday): Wye Valley Run. Enquiries to Reg Varney before March 31st.

May 1t8h (Friday Evening): 7.15 p.m. Visit to Metropolitan Police Driving School, Hendon, North London. Enquiries to Frank Lane, 7 Grosvenor Terrace, Wantage, Oxon, as soon as possible. If you know anyone who would be interested, bring them along.

May 20th (Sunday): Family Canal Trip on long boat from Newbury. Details from Frank Lane. The boat has been booked, so please come along, and enjoy a relaxing afternoon.

June 24th (Sunday): Historic and Classic Vehicle Club, Montage, at Ashton Court, Park, Bristol. Enquiries to Phil Hall, Hon. Sec.

July 8th (Sunday): Mayflower-Razor Edge Rally, Cotswold Wildlife Park, Burford, Oxon. This is our Annual Rally, in an effort to reduce costs. Details later from Reg.

July 28th (Saturday): St. Helen's iVntage Car Rally. Free entry. Application forms from Show Organiser, Town Hall, St. Helens, Merseyside.

July 14th (Saturday): Aston Cote Carnival, Oxfordshire. Details from D. C. Welch, 55 Cote Road, Aston, Nr. Bampton, Oxon.

July 21st (Saturday): Weston-super-Mare Summer Carnival. Details as Weston-super-Mare Easter Rally.

TO BE ARRANGED . . .

Day rally at the Midland Motor Museum, Bridgnorth. A place well worth visiting, lots of interesting attractions, could be linked, perhaps, to a rail trip on The Severn Valley Railway which runs through beautiful countryside alongside the River Severn. This ex Great Western Line runs proper services and excursions behind some of the best preserved steam engines in the country. The main station in Bridgnorth is just two miles from the Motor Museum.

FOR SALE

1953 FLOWER

No other details available so phone or write to:—

MR. K. TIPEEN

STEYNING HOUSE RESTAURANT
HIGH STREET, STEYNING, SUSSEX

Tel: 0903 - 812041

FRANK LANE DOES IT AGAIN
A GREAT EVENT ARRANGED JUST FOR YOU

on Friday, 18th May, 1979

7.15 p.m. prompt

A SPECIAL INVITATION TO
METROPOLITAN POLICE
HENDON DRIVING
SCHOOL

PROGRAMME

The visit commences at 7.15 p.m. and terminates at about 10.30 p.m. Regrettably there has to be a lower age limit of 16 years for visitors.

Our programme commences with a short talk by a senior member of the staff on the police method of driving, a guided tour of the Driving and Telecommunications Schools, a demonstration on the 'anti-skid' pa and finally, a film connected with driving. Only 20 members can be accepted so write now to Frank at:

**7 GROSVENER TERRACE
WANTAGE, OXON.
OR TELEPHONE WANTAGE 67234
STAMPED ADDRESS ENVELOPE PLEASE**

PARTICIPATION '79

BRING YOUR 'FLOWER'

SECRETARY'S CORNER

To all members, Christmas has now passed, so, may I, in behalf of the Committee, wish you all a very Happy and Successful 1979.

As you will all read in 'Flower Power', there has been changes once again in Committee Officers, the former incumbent of my position as Secretary has taken up University studies once again, which leaves him less time to do justice to the sometimes exacting job as your secretary, so once again I have taken over the reigns and will as ever endeavour to answer your letters, keep you informed and hopefully soothe away any of your hurts or problems. All I ask is, that when writing to me or any of your Committee and you need a reply, PLEASE SEND A STAMP, 7p or 9p (United Kingdom members only).

By the time you receive this issue of 'Flower Power' we shall be fast approaching the end of our financial year (31st March) and subscription renewals will then be due, so I bring to your attention the Change of Annual Fees from 1st April, 1979. New Subscriptions £5.00. For U.S.A. and Canada \$10.00. Please note: When sending subs. or any monies to club agents, please make out cheques/International Money Orders/Giros to "TRIUMPH MAYFLOWER CLUB". Please also note: if changing your address, please notify as early as possible so that records may be amended and therefore ensure that you get your 'Flower Power' on time.

NEW MEMBERS

A warm welcome is extended to new members:	
254	
256	
257	
258	
259	
260	
261	
262	X

From time to time during 1979 there will be events in which you will all be invited to join in, including our Annual Rally at Burford, Oxfordshire, more of which you will read in Reg's Rally Notes. Please do support it and come along and meet your committee and fellow members.

If however you support Rallies/Events in your own area and you gain any successes, do let us know so that we may make mention of it in 'Flower Power'.

Again, to you all, best wishes from us for a successful 1979.

PHIL HALL
(Secretary)

MAYFLOWER REGISTER

I am compiling a register of all Mayflowers still in existence, whether running, being renovated, or ready for the scrapheap. To this end, would those members, whose numbers are listed below, be kind enough to let me have the following info. about their cars.

1. Commission number (this can be found on a plate under the bonnet—near the starting handle).
2. Colour—if not original that colour also.
3. Interior colour—Vynide or Leather.

In addition, if anyone knows of any car in a scrapyard, the above info. would be very helpful to me.

Numbers 10, 15, 28, 38, 40, 41, 45, 54, 81, 85, 90, 138, 142, 139, 150, 172, 173, 187, 199, 213, 219, 232, 249, 251.

Thank you all in anticipation.

REG VARNEY

FOR SALE

TRIUMPH MAYFLOWER

This Flower, the property of our late member Mrs. E. M. King, is being offered for sale by her son, Mr. Kenneth H. King, who is reluctantly forced to sell the car through lack of space.

Mr. King tells us that the car, just fitted with a stainless steel exhaust system and resprayed is "a quite respectable specimen". I am sure that it is probably more than that. So anyone interested in a good car get in touch with:

MR. KENNETH H. KING

22 NURSERY GARDENS
PINLEY
PANGBOURNE
BUCK. R98 8AS

TIES
TIES
TIES

MAYFLOWER CLUB TIES

I still have some available

PRICE £2.30 (includes postages)

Cheques/P.O.'s payable to Reg Varney,

32 Mackie Road, Filton.

The Club is Afloat

Great Canal Trip

SUNDAY 20th MAY

FRANK LANE DOES IT AGAIN

(THERE'S A BIT OF NORSEMAN IN THAT MAN)

Imagine yourself away in the country, all the noise of the town and traffic far behind you as you float serenely along in leisurely fashion on gaily painted traditional horse drawn barge.

YES! There's no make believe, it's all arranged for you and your family. This super family outing is arranged for Sunday, 20th May. The return trip wil take about two hours. Refreshments available on board. Starting at Kintbury just off the A4 between Hungerford and Newberry at the local pub adjacent to Boat Station. Afraid no details of starting time. After the boat trip we drive to a local country park, picnic area, walks and plenty of space for the kids.

Write or phone Frank NOW for full details.

7 GROSVENER TERRACE
WANTAGE, OXON.
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A GREAT EVENT ARRANGED JUST FOR YOU

PARTICIPATION '79

BRING YOUR 'FLOWER'

PARTICIPATION '79

Yes '79 will be a great year for this club. In fact it's got to be, ever since its founding general membership has sat back and let the dedicated few carry the load. But willing work horses do wear out. Roy, whilst remaining in the chair, has had to give up Editorship of Flower Power and as new Editor I heartily thank him for the sterling work he has put into publishing some fine F.P.'s. My job as Editor is doubly hard by having to keep up to previous high standards.

Firstly I don't have Roy's easy flow of words, so I do not intend to write as much as he did! So how do I fill a magazine? Well of course, I have the support of the committee who all report from their respective posts. This gives us news and information of club activities but this is not enough. What F.P. needs is P A R T I C I P A T I O N .

This is your mag. let's now make it the best club mag. in the land. You will see this issue is in (we hope) an improved format, so for starters get pen to paper and let's have some comments on how it should look and what content we should have.

Editorial policy is now:—

1. To publish a well designed and printed mag.
2. That the content is well worth reading and is informative.
3. To promote interest and growth within the club as well as contact with associate clubs.
4. To use F.P. as an advertising vehicle to raise funds firstly to improve printing quality and secondly to raise extra club funds. This is not as difficult as you may think, for although an exclusive one model club, most of us run other cars as day to day motorists. We all have families and friends who read F.P. so this, together with a wider distribution, gives something like 7 to 1 readership per printed mag., so

I look for your PARTICIPATION in securing suitable advertising leads in your own areas, i.e. vintage car repairers, national oil or paint companies, car rugs or vacuum flasks, lucky St. Christophers! Get the idea —

P A R T I C I P A T I O N

Advertising Rates

$\frac{1}{4}$ page 1 issue £5.00; $\frac{1}{2}$ page 4 issues or year £18.00; $\frac{1}{2}$ page 1 issue £9.00; $\frac{1}{2}$ page 4 issues or year £30.00; full page 1 issue £15.00; full page 4 issues or year £50.00.

Artwork to be supplied by advertiser or charged at cost. All ads, to be paid for before publication. Cheques made payable to 'Triumph Mayflower Club' only and invoices will be sent on club stationery.

Notes: Don't tell a prospective advertiser that he needs to use F.P. as a selling platform, but as a growing mag. welcome his interest and friendly support. Any advertiser prepared to help the club by sponsoring events or rallies, etc., will receive at least 1 page of editorial matter alongside his ad. Of course any enquiries for sponsorship should be passed on to Rally Secretary. This brings us back to PARTICIPATION. Last year numerous meetings and rallies were held but despite the valiant efforts of our organisers only the few regulars attended, so this year P A R T I C I P A T I O N .

BRING YOUR 'FLOWER'

Make an effort to get to at least one meeting or rally! Alright so your Flower won't make the journey or it's too far. Then come by train or share traveling expenses with your nearest neighbour. Who is that you say? Well part of '79 PARTICIPATION will be making contact by 'phone, letter or visits with your neighbours. Let's help each other and really make this club work. We can be much more than just a spares shop.

PARTICIPATION '79

FOR SALE

by

Mr. JOHN T. IBBOTSON

New Mayflower parts:

2 dampers (shock absorbers)
Front pipe and exhaust box

Used parts:

4 hub caps
Speed cable
Dynamo
Workshop manual

Also 1955 phase 2 Vanguard in 'Nearly New' condition plus tons of spares

**10 Teesdale Road
Wingfield Estate
Rotherham
South Yorkshire
Tel: 0709-552338**

Ed. note: We have had this information some time, time, don't blame me if it's all gone.

BIG DAY OUT IN THE MIDLANDS

at the

Midland Motor Museum

Stanmore Hall, Stourbridge Rd, Bridgnorth, Shropshire WV15 6DT
Bridgnorth 61761

Sunday, 10th June

This is the only museum in Europe which specialises in sports cars and motor cycles. Nearly all the vehicles have been fully restored and are capable of the performance for which they were designed, mostly 100 m.p.h. plus. Famous types of Aston Martin, Bugatti, Ferrari, Jaguar, Mercedes, Norton, Scott, Sunbeam, Velocette, Vincent and many other interesting models dating from 1924 to 1976 on display. The vehicles are mainly from the collection, built up over many years, of T. A. (Bob) Roberts, but there are also several on loan.

There are often changes in the exhibits due to vehicles being taken out for use; cavalcades, race meetings and exhibitions. Other vehicles are then substituted. Motoring photographs and paintings can also be viewed.

Ample coach and car park with direct access from A458. Partial facilities for the disabled and easy access to the museum are available.

Included in the admission charge for the Motor Museum or Bird Garden is access to the beautiful grounds of Stanmore Hall. There are attractive tea rooms in part of the Hall. If notified in advance, special catering arrangements can be made for parties.

MIDLAND BIRD GARDEN

OPENING MAY 1979

This new venture in the grounds of Stanmore Hall, Bridgnorth, which already houses the Midland Motor Museum, is being designed, built, organised and run by a well known aviculturist, Roy Girdler, who was formerly in charge of the bird section at Chessington Zoo, Surrey.

On opening, the garden will contain a varied collection of at least 400 birds set in about 8 acres of parkland around a 1½ acre lake. There will also be a Pets Corner.

Opening Times

Daily except December 25th: 10.00 a.m.—dusk or 10.00 a.m.—6 p.m. (whichever is the earlier).

Situation

On the A458, Stourbridge Road, 2 miles from Bridgnorth.

Write NOW for full details.

STAMPED ADDRESS ENVELOPE PLEASE

A GREAT EVENT ARRANGED JUST FOR YOU

PARTICIPATION '79

BRING YOUR 'FLOWER'

THE TRIUMPH MAYFLOWER CLUB

Minutes of the A.G.M. held at The Two Boats Inn, Long Itchington, on Sunday, 19th November, 1978.

1. Apologies for absence were received from Mr. G. R. Scott, Mr. and Mrs. T. Mills, and Mr. R. C. Packer.
2. The minutes of the 1977 A.G.M. and 1978 E.G.M. were read and accepted.
3. There were no matters arising from the minutes.
4. (a) Hon. Secretary's Report (Robin Bussell)

In a brief report the Hon. Secretary informed the meeting that the last member enrolled was No. 258; there are at present 150 paid-up members.

In his brief tenure of the post, the Hon. Secretary has found so much time to be taken up with membership enquiries that none is left for more widely directed efforts. In view of this a new Membership Secretary post will be created.

(b) Rally Secretary's Report (Reg. Varney)
Rally Secretary reported a quite successful National Rally and expressed gratitude to Mr. McCormack, of British Leyland, for his part in arranging sponsorship to the tune of £50.

Next year's National Rally will be a joint event with The Triumph Razoredge Owners' Club, to be held on the 10th July, 1979, at the Cotswold Wildlife Park, Burford.

The Mayflower Club took part in STIR 3, with a healthy contingent of cars. Rally Secretary headed a team managing entries at the gate. Thanks were proposed for these efforts by Mr. J. Davey (organiser of STIR 3) who was present at the meeting as a welcome guest.

STIR 4 will take place on September 14th-16th, 1979, in Detroit, Mich., U.S.A. A visit, including a coach tour, is being organised (not by the Mayflower Club!), and is expected to cost about £400. Details from Rally Secretary.

Rally Secretary also reported on the Club Weekend in North Wales, organised by Roy Bussell earlier in the year. This was very entertaining and it is a shame more people didn't go along. Hopefully more such trips will be arranged—and no doubt they will be just as much fun as the North Wales outing. All members are exhorted to come and enjoy themselves!

At the last Committee Meeting, Rally Secretary agreed to look into the possibility of preferential insurance rates for 'collectors' cars', in particular the provision for an 'agreed value'. So far the companies have insisted on a mileage limit of 1,500 miles per annum, which seems rather low. Investigations continue.

Finally, Rally Secretary has been looking into the possibility of obtaining Club Ties—that is, Ties with a Club Motif. These are now available (from Rally Secretary) at £2.20 each.

(e) Spares Secretary's Report (Peter Burdge)
The club is in the happy position of having

quite a lot of new stock, in particular carburetors and front suspension parts, but also many, many other bits. About £1,500 worth of stock has been sold since February 1978. The Spares Bank Account holds £193.59.

Projects in hand include the manufacture of Stainless Steel Exhaust Systems (Spares Secretary expressed apologies to those people waiting for these items. The manufacturers are now producing them, so they should appear soon).

A cross-reference list is at present being compiled; this should make it much easier to find parts which are still being produced.

There is not much activity on the acquisition of Secondhand Spares at the moment. Cars for dismantling are available, but Spares Secretary has no time for this task himself—not single-handed, anyway. Volunteers should contact Peter Burdge as soon as possible.

To assist him in the further development of the club's Spare Parts Service, Spares Secretary desperately needs:

- (i) Volunteers to help him acquire Second-hand Spares.
- (ii) People who can recondition items such as cylinder heads, radiators, front suspension units, and also a supply of these items for reconditioning.
- (iii) Ideas and assistance with schemes for manufacturing various parts such as brake pipes, door skins and so on.
- (iv) More finance, such as loans or the proceeds from selling items such as T-shirts and Ties.

(d) Treasurer's Report (Peter Burdge)

The Treasurer's report was fairly brief, the accounts being still with the auditors. Details will be circulated to members via 'Flower Power'.

Bank Balances at the 17th of November, 1978, were as follows:

General Account	£187.57
Spares Account	£193.59

5. Chairman's Address (Roy Bussell)

The Chairman began by thanking all present for braving the wind and rain to attend the meeting, with a particular welcome to Mr. John Davy.

Looking at activity within the Club over the past year, special attention was drawn to Peter Burdge's efforts in holding three posts—Treasurer, Spares Secretary and Archivist. Thanks were also due to Philip Hall and Frank Lane for their fund raising activities at the National Rally.

Chairman noted the steady improvement in the standard of cars appearing at rallies. He suggested the Club might consider organised attendance at other rallies, with a 'team captain' responsible for ensuring a good turnout of the better cars in the Club at these events.

Looking ahead, the Chairman posed the question: What do members want? The greatest draw is probably the Spare Parts Supply.

The poor turnout at Club meetings suggests that there isn't a major demand for these—and likewise for local events. On the other hand, some people (generally anyone who turns up) do enjoy them, so they will continue.

Anyone planning an event should contact Rally Secretary very early on—remember notification has to appear in Flower Power. Early notification also avoids clashes. Events are always worth organising even if only two or three people turn up.

Chairman suggested that we might be able to improve our contact with Club Triumph (to which the Club is affiliated) by finding a member in the Coventry area who would be willing to attend the meetings regularly.

Finally, the Chairman exhorted all members to use their Club Newsletter, 'Flower Power', and to write to the Editor with news, views and any comments.

6. Election of Terry Mills to Hon. Membership

Terry is a founder member of the Club, and was Vice-chairman until very recently. Up to about 18 months ago he was the Club Spares Secretary, a post he had held for several years, putting in a vast amount of work on the Club's behalf. The Committee recommended that Terry be elected to Honorary Membership.

The Meeting agreed unanimously that this should be so. Chairman offered to write to Terry to inform him of this offer (Subsequent note: Chairman so wrote and Terry accepted).

7. Subscription Rate for 1979

The Committee had not felt a need to recommend an increase in subscription for 1979/80. However, the need for funds to buy Spare Parts was discussed at some length, as was the desirability of spending more on the production of 'Flower Power'.

One possibility discussed was an increased subscription with a definite allocation of that increase to Spares Funds. Treasurer felt that this would be too unwieldy. It was then agreed to leave allocation of subscriptions for the Committee to decide.

The subscription rate itself brought about yet more discussion. Eventually it was taken to a vote, the majority decision being to charge £5 per annum from 1st April, 1979 for all classes of membership (U.K. and Overseas).

8. Adoption of Re-written Constitution

A number of amendments, deletions and additions to the draft (circulated in Flower Power No. 16) were made, and the amended draft adopted. All members will be circulated with a booklet containing the new constitution as soon as this can be arranged.

9. Election of Officers

Following the resignation of Terry Mills from the post of Vice-chairman, Robin Bussell from the post of Hon. Secretary, and Roy

Bussell as Magazine Editor, nominations were sought for these positions as well as for the new post of Membership Secretary.

There was only one nomination for each post, and no other nominations in competition with Committee Members seeking re-election. The complete list of nominated Committee Members was proposed by Alan Fenton, and seconded by Mr. R. Hagger.

Officers for 1978/70 are:—

Chairman Roy Russell
Vice-chairman ... Frank Lane
Hon. General Secretary Philip Hall
Hon. Membership Sec. Reg. Varney
Hon. Treasurer ... Peter Burdge
Hon. Rally Secretary Reg. Varney
Hon. Spares Sec. Peter Burdge
Ordinary Member 1 ...Malcolm Bath
Ordinary Member 2 Derek Goodyear
See Item 10 (i)

The posts of Magazine Editor and Archivist are filled by members co-opted by the committee:

Magazine Editor ... John Baker
Archivist ... D. Gilderdale

The appointment of Mr. G. R. Scott as auditor of the Club's accounts was proposed by Peter Burdge and seconded by Robin Bussell. There was no opposition.

10. Any Other Business

(i) Membership Status of Derek Goodyear

At an earlier General Meeting Mr. Goodyear had been offered Honorary Membership of the Club. His decision as to whether or not to accept being unclear, the offer was repeated. Mr. Goodyear then accepted Honorary Membership.

(ii) List of Members

Retiring Hon. Secretary apologised for the absence of an up-to-date list of members. Shortage of time had prevented him from completing such a list. A draft list of members, broken down by county, was among the items to be passed on to the new Membership Secretary; hopefully this will be published fairly soon.

(iii) Copies of Workshop Manual

Alan Fenton brought some very well finished photo-copies of extracts of the Mayflower Workshop Instruction Manual. These could be obtained from Peter Burdge or Alan Fenton; anyone with further ideas for this sort of project should contact either Peter or Alan.

(iv) T-shirts

John Baker offered to look into an alternative source of T-shirts with the Club Motif.

MIDLAND MOTOR MUSEUM

BRIDGNORTH

The cars and motor cycles in this Museum are basically those collected by T. A. (Bob) Roberts since 1947. The first car to be acquired was the Type 43 Bugatti four-seater Grand Sports (the full catalogue description). It was bought as a rolling chassis with the engine, gearbox and all other parts in boxes. After a complete rebuild, it has provided for over thirty years a fast and reliable sports car capable of racing, hill-climbing, sprinting, and taking continental holidays with lots of luggage. This machine set the pattern, unknowingly at the time, for the future collection.

The next two machines to follow were the Type 57C and the Type 57S Bugattis. Since acquisition in 1950, the Type 57C has been used regularly and has covered over 130,000 miles. It had 33,000 miles on the speedometer when purchased from the original owner, who was a personal friend of Mons Bugatti.

In the early 1960s the idea of creating a museum of sports cars was conceived, primarily to endeavour to keep for perpetuity the finest sports cars of their type in the world, and to present these machines under one roof. Having visited most of the museums in Britain, Europe, the USA and Australia, it became quite apparent to Bob Roberts that, apart from in America, there was no exclusive sports car display and that most of the presentations left a great deal to be desired.

Sports car and sports motor cycle is an all-embracing term and the type of vehicle that interests us and, we hope, you, is a machine of good design and good construction, capable of over 100 mph and preferably with a racing pedigree. You will find that most vehicles in the Museum fall within this category but, where they do not, they are in the main the slower types of machine similar to those that have run at Brooklands, e.g. Bugatti, Type 23, and Sunbeam, Model 9.

To provide the greatest appeal it seemed that a family approach was necessary, and to this end it was decided to find a country house with suitable grounds where a Bird Garden could be established and which had a large stable block for conversion into the Motor Museum. After five years of active searching, Stanmore Hall was purchased and we hope that we will have made the best use of the site, endeavouring to keep the country-house atmosphere, with an aesthetic display both of motor-vehicles and birds, including water-fowl. It is planned to open the Bird Garden in May 1979, by which time a lake of nearly 1½ acres will also have been constructed, as well as most of the Bird Garden and the entrance complex.

The main car collection started in the mid-1960s and all the cars after the Bugattis were acquired during a ten-year period. Also during this time, a very active restoration programme was undertaken, so that now only five of the cars in the Museum

collection are not in one hundred per cent condition. Most of the cars restored, including the Napier-Railton, were stripped to the last nut and bolt, and new parts, where they were necessary, were acquired or made. All the cars are capable of the performance for which they were originally designed.

It was decided also during the car-acquisition period to extend the collection and acquire, in addition to sports cars, cars that ran at Brooklands (the pre-war motor racing track in Surrey), cars of *grande classe*, displaying some of the magnificent cars of the 1930s, and sports and racing motor cycles. Of each type in the collection, rare machines have been sought in addition to those more usually known.

The motor cycles, where necessary, are currently undergoing a restoration programme and we hope that, within a few years, they too will be in the state in which they left the factory.

It is very much our intention that most vehicles in the Museum will be run in events where appropriate, and all will have regular running during servicing. We want this to be a live and active Museum, and not give the dead effect created by dust and neglect.

The exhibits will change from time to time as we hope to have, as now, a number of very desirable machines on loan.

We are also displaying one of the finest collections of motor racing photographs from the period 1930 to 1939. There will be eighteen volumes on display, containing over 2,000 photographs, all annotated, and thirty-six photographs (two in each volume) will be changed each day.

We hope to have on permanent display a number of interesting spare parts that are not normally seen by the enthusiast at large, such as crankshafts, cylinder heads, a Cotal gearbox, a Hispano V 12 gearbox, etc. Also, other items of motorabilia of a sporting nature.

In addition to the Motor Museum and Bird Garden, we have created a tea room in part of the house, with a tea terrace which has a glorious view across the wooded grounds. When the lake and new entrance building have been constructed, there will also be a tea terrace beside the lake.

We have tried to collect under one roof the finest collection of sporting cars in Europe. In the years ahead we hope to add to the collection. We make no apology for being true motor sport enthusiasts who get the greatest pleasure from looking at beautiful machinery, taking the machine to pieces, rebuilding them and finally driving these superb vehicles. We hope they will give you pleasure, too.

T. A. Roberts
Chairman

M. H. Barker
Managing Partner